

# The China Mail.

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號六廿月六年十八百八千一英

HONGKONG, SATURDAY, JUNE 26, 1880.

日九十月五年辰庚

Price, \$24 PER ANNUM

## AGENTS FOR THE CHINA MAIL.

**LONDON**—F. ALGAR, 11 & 13, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 80, Cornhill. GORDON & GUTHRIE, 10, Old Bailey, E.C. HENDY & CO., 4, Old Bailey, E.C. BAXTER, DEACON & CO., 150 & 152, Leadenhall Street.

**PARIS AND EUROPE**—LEONARD ROSNY, 19, Rue Montmartre, Paris.

**NEW YORK**—ANDREW WIND, 188, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND**—GORDON & GUTHRIE, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally—BEAN & BLACK, San Francisco.

**SINGAPORE AND STRAITS**—SAYEE & CO., Singapore, C. HENDERSON & CO., Malacca.

**CHINA**—Messrs A. A. DE MELLO & CO., Shanghai, CAMPBELL & CO., Amoy, WILSON, NICHOLLS & CO., Foochow, HENDERSON & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Banks.

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL, £5,000,000 Dollars.  
RESERVE FUND, £1,000,000 Dollars.

**COURT OF DIRECTORS.**  
Chairman—The Hon. W. K. WATKINS.  
Deputy Chairman—A. MOLYNEUX, Esq.  
Messrs A. W. MOSE, Esq., H. C. FORBES, Esq., E. H. RUSSELL, Esq., F. D. SASSOON, Esq., H. L. DALEMAN, Esq., W. S. YOUNG, Esq.

**CHIEF MANAGERS.**  
Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EDWIN CAMPBELL, Esq.  
London, BANKERS—London and County Bank.

**HONGKONG.**  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.  
For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

**LOCAL BILLS DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.  
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, April 28, 1880.

## Banks.

**ORIENTAL BANK CORPORATION.**  
(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

**RATES OF INTEREST ALLOWED ON DEPOSITS.**

At 3 months' notice 3 1/2 per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation, Hongkong, September 4, 1879.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000.  
RESERVE FUND, £100,000.

**THE BANK OF ENGLAND.**  
**THE CITY BANK.**  
**THE NATIONAL BANK OF SCOTLAND.**

**THE BANK'S BRANCH IN HONGKONG** grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

**RATES OF INTEREST ALLOWED ON DEPOSITS.**

On Current Accounts, 3 per cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " "  
" 12 " 5 " "

WILLIAM FORBES, Manager.

Hongkong, May 10, 1880.

## NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies Act of 1862, on 24th March, 1866.

Established in Calcutta 20th September, 1860.

SUBSCRIBED CAPITAL, £250,000.  
PAID-UP CAPITAL, £125,000.  
RESERVE FUND, £125,000.

**HEAD OFFICE**—39A, Threadneedle Street, London, E.C.

**LONDON BANKERS.**  
NATIONAL PROVINCIAL BANK OF ENGLAND, NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance; and on Fixed Deposits according to arrangement—the maximum rate being 5 per cent. per annum.

R. HORNE BOYD, Acting Manager.

Hongkong, May 24, 1880.

## COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1845.)

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30th April, 1864.

CAPITAL FULLY PAID-UP, £3,200,000.  
RESERVE FUND, £200,000.

**HEAD OFFICE**—14, Rue de la Banque, Paris.

**AGENTS AND BRANCHES AT:**  
LONDON, BOMBAY, SAN FRANCISCO, MARSEILLE, SHANGHAI, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, BEAPHOV, PEKING.

**LONDON BANKERS.**  
THE BANK OF ENGLAND, THE NATIONAL BANK OF SCOTLAND.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits in all parts of the World, and transacts every description of Banking and Exchange Business.

R. G. VOULLEUMONT, Manager, Shanghai.

Hongkong, May 24, 1880.

## For Sale.

### LANE, CRAWFORD & Co.

HAVE JUST RECEIVED EX "GLENORCHY," &c.

RACQUET AND TENNIS SHOES.  
FRANCIS KID & CALS SUMMER SHOES.  
DANFORTH'S CALF BOOTS AND SHOES.  
CALCULATED FIFTY HATS AND HELMETS.  
PERFUMERY AND TOILET SOAPS.  
FRISKY HEAT AND CARBOLIC SOAP.  
TOILET BRUSHES AND COMBS.  
Turkish Towels.  
English and American PLAYING CARDS.  
READING LAMPS, Double and Single.  
READING LAMPS, with Storm Burners.  
AMERICAN FIRE GRATES, fitted with Summer Fronts.  
LAWN MOWER.  
SILICATED CARBON FILTERS.  
DINNER and DESSERT SERVICES.  
TABLE and FANCY GLASSWARE.  
KAISER-HIND, ALGERIEN and LITTLE DEVIL CIGARETTES.  
"General Pol" CIGARS.  
MARIA CIGARS and CHEROOTS.  
MEEBROUW PIPES, OIGAS and CIGARETTE HOLDERS.  
COIR MATS and MATTING.  
ICE CHEST.  
DO. PITCHERS.  
DO. PAILS and TONGS.

BURGUNDY, CHAMPAGNE, CLARET, CHABLIS and other light WINES.  
GOOD BREAKFAST OLIVETS, from £4.00 per Dozen.  
COWSLIP and ORANGE WINE, &c., &c., &c.  
Hongkong, June 1, 1880.

**KELLY & WALSH**

HAVE JUST Received an Assortment of New PHOTOGRAPHS of Noted PERSONS—Mrs. LANGTRY, Mrs. WEST, COURTESY OF LONSDALE, COURTESY OF DODMAN, &c., &c.

A Choice Assortment of PHOTOGRAPH ALBUMS for Cabinets only.  
A Fine Collection of New Designs in SCRAP ALBUMS.  
PHOTOGRAPHS of London, Cabinet Size, 20 Cents each.  
Yulet Cabinet PHOTOGRAPH FRAMES, from 80 Cents each.  
A Collection of POCKET KNIVES.  
BOOBY'S SONGS OF ENGLAND, SCOTLAND, IRELAND, &c., &c.  
200 New WALLPAPERS, including "Oscar's Walls," "Tongues a Tol," "Loben and Loben," &c., &c.  
DUES and CHARGES on SHIPPING, in Foreign Ports.  
SHELDON AMOS'S FIFTY YEARS OF ENGLISH CONSTITUTION, 1840 to 1880.  
GEO. FENWICK, ROBT. MORRISON.  
Victoria Foundry, Wanchai, Hongkong, June 14, 1880.

**NOTICE.**

WE HAVE THIS DAY entered into PARTNERSHIP as SHARE and GENERAL BROKERS, under the Style of "CHARTER & VERNON."

J. THEO. CHARTER, J. V. VERNON.  
Hongkong, June 1, 1880.

**NOTICE.**

MR. C. STIEBEL has To-day been admitted a PARTNER in our Firm in Hongkong, Shanghai and Yokohama.

REISS & Co.  
Hongkong, May 1, 1880.

**NOTICE.**

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBBERG & Co.  
RECORD OF AMERICAN AND FOREIGN SHIPPING.  
Agents, ARNHOLD, KARBBERG & Co.  
Hongkong, Sept. 3, 1879.

**FOR SALE.**

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**MEMOS. FOR TO-MORROW**

RUSSIAN, MANILA, and WIRE ROPE  
SAIL-MAKING, and RIGGING promptly  
executed.  
Hongkong, May 18, 1880.

Hongkong, June 20, 1880.

Hongkong, June 26, 1880

A high-contrast, black and white image showing a dense, textured surface, possibly a wall or a large object, with a dark, solid black area at the bottom. The texture is grainy and speckled, resembling a close-up of a rough material or a heavily textured surface. The dark area at the bottom is a solid black horizontal band.



Do. (Wet bulb) 2 a.m.	79
Do. Do. 1 p.m.	80
Do. Do. 4 p.m.	—
Do. Maximum ... ..	87
Do. Minimum over night	82



## Portofolio.

## THE HILLS.

FESTIVAL of the snow-god! to whose side  
No stormy elemental winter apportioned,  
But ever-varying pleasant slides;  
And, when God pours his terror on the plains,  
Here are his Gods for the fugitives,  
Cities of refuge that his mercy gives,  
We love you in all seasons, moods, and tides.

Nature, whose frown lay like a mother's curse  
On the faint heart of her despairing child,  
Here meets us, smiling, reconciled;  
And we are blest. There is no prison worse  
Than watching, helplessly, from day to day,  
The terrible sun-glare on the dusty grey,  
And hearing the hot howl howl poisonous and wild.

Terror of God to us, whose alien blood  
Flows from the fountains of a sea-girt home,  
Where, from the German or the Atlantic foam  
Spray-laden breezes blow at will and food.  
And though we wander in a righteous cause,  
Yet outraged Nature vindicates her laws,  
And yet, God help us! evermore we roam.

God help us! He doth help us. As of old  
Ere yet the memory thunder rolled  
Or earth and heaven had burst their wrathful  
fountains,  
His righteous messenger approached the mountain-tops,  
And saw the high-built tower, "the little one,"  
Touched by the first beams of that fatal sun—  
Of olden times, here, the same glad tale is told.

Cities of refuge! Therefore in all time  
A grateful love shall linger on your heights,  
When spring (the unfamiliar spring) delights  
To cheer us with the love of her prime time;  
When the low-voiced cuckoo tunes again  
The sweet monotony of his wandering strain,  
Mocking in sheltering leaves the eagles and the kites.

Not less when, like the old diurnal rain,  
The sea of cloud sweeps up, and breaks itself  
In white wreaths on some high and craggy  
head,  
Or falls, a flood of fertilizing rain,  
And the poor tiller of the tattered soil,  
And counts with happy heart the increase of his grain.

And bliss is ours in autumn even; the blue  
Is cloudless, and in blue and clear;  
We linger on the homeward way, when few  
Are with us on the paths; above appear  
The golden flowers of heaven, and lights  
shine out  
From human homes around; and care and  
fly from the heart, as from a place they never knew.

And most when hoary Christmas, keen but kind,  
Flies in the gleams his true and festive air,  
And every face is seen aglow with health,  
Fond English memories reappear, and  
To hear our footstep's marking, away go,  
The crackling crackle of the New Year's  
And the old grim carols are sung and left behind.

Yet, on these grassy slopes, these spindly oaks  
We see the birds and vet the hazy air,  
Set up our booths, fly free our flannels;  
And hear the roaring trade of Vanity Fair;  
So here, even as then, the Devil's lord,  
And guides our footsteps with a three-fold cord;  
Vice lolls in velvet, labour slavers wring in rage.

—Pioneer.

Sonnet for the most part not only purifies  
But enriches, not only disciplines but  
enriches. By affliction we are made better  
friends and more sympathetic companions,  
braver to meet and stronger to bear, and  
moulded into a grander form throughout  
than we could ever have attained without  
this suffering which has been our hard but  
benevolent task-master.

When a man helps you to be true and  
better, he makes you his largest debtor.

DEITY is the little blue sky over every  
heart and soul—over every life—large  
enough for a star to look between the clouds  
and for the skylark's happiness to rise  
heavenward through and sing in.

This truer we become, the more  
nearly we know the ring of truth.—E. W.  
Robertson.

Do little things as if they were great,  
because of the majesty of Jesus Christ,  
who dwells in thee; and do great things  
as if they were little and easy, because of His  
omnipotence.—Fuseli.

## THE HAWAIIAN ISLANDS.

## (The Californian)

Since the negotiation of the Reciprocity Treaty between the United States and the Hawaiian Kingdom in 1876, the Hawaiian Islands have attracted general attention. Being on the highway to the western half of the British Empire, the large steamers plying from San Francisco to Auckland and Sydney have afforded speedy and easy means of travel to Honolulu, and many have availed themselves of the rapid transit to visit the tropics. Some were impelled by the desire of sight-seeing; others went in search of health; and a large proportion visited the Islands for purposes of investment and the adoption of permanent homes. The first named are always pleased, for the scenery is charming beyond comparison, and the climate is so soft, the atmosphere so wooing, and the change of vegetation so marked, that the visitor must yield to their senses and pleasant influence. Those seeking health are often benefited, especially when the malady or affliction is of a nervous character. And, under the impetus given to the planting interest by the late treaty, many have made favorable investments in sugar farms and sugar mills, and fortunes have been made by striking bonanzas in Nevada. But it is not every one who plants sugar-cane that succeeds in making money. Lamentable failures have resulted from persons going heedlessly into business requiring the close calculation and diligent attention of a practical mind. But when the investment has been judiciously made, and good lands selected in the district of great and regular rainfall on the Island of Hawaii, or any of the other islands of the group, where there is a perennial flow of water for irrigating purposes, and the investor knows how to till the soil, and to get a full day's work from his employees, success has been marvellous. The product to the acre is often more than triple the amount raised in Cuba, and more than double that produced per acre at Mauritius, whence we draw our principal sugar supply.

A steamer leaving San Francisco at 12 m. on Monday, the usual hour of sailing, will arrive in Honolulu on Tuesday of the week following, in time for the passengers to get their breakfast on shore. On approaching the Island of Oahu, the tourist is not favorably impressed, the first point described being usually Coconuts,

Head, a bold rocky promontory; and as the vessel nears the shore, the island looks scared and dead. The deep groves and ravines, penetrated by the vision only when assisted by a powerful glass, disclose green-tinted trees and plants nourished by rainy vapors, showers, fallings, and intermittent sunshine; and as the steamer rounds Diamond Head, the feathery-topped coco-nut palms at Waikiki extending to the brink of the strait, the broad level plain and rising green-topped mountains in the rear, form a first visible, look like an extensive forest with only a few spars and turrets rising above the trees. As the steamer approaches, the natives convene at the landing in great numbers, many of them gayly dressed and decorated with wreaths and leis of flowers. The merchants and other of the white population bid to the wharf to meet friends and to obtain the latest news. The passenger is not annoyed by noisy hotel runners, but perhaps would willingly bear a little boring in that way to receive the benefit that results from competition. There is but one first-class hotel in Honolulu, a fine building owned by the Government. There are several smaller hotels and boarding houses, and tenement houses with furnished rooms, all having good bathing accommodations; and a number of restaurants, where good meals can be obtained at all hours on reasonable terms.

When the visitor has located himself, he first of all takes a drive through the town, and soon finds himself at the fish market, where strange, bright, and beautiful inhabitants of the sea are exposed for sale. Rare, brightly tinted fishes, not found elsewhere, are quite common here. The fish market is a place of general concourse, especially on Saturday afternoon, where the Hawaiian dandies and belles appear in their best attire. One thing will especially strike the notice of the tourist: the extreme modesty and retiring manner of the native women, who invariably look down or avert the face when passing a stranger. But when it is once known that you are a resident, a bright smile greets you, and a gentle voice says, "Aloha," which means "I love you." One soon picks up enough native language to carry on a running conversation, and aloha is soon extended to aloha nui and aloha maikai, which adjectives express degrees in intensity of love.

The Hawaiian race is rapidly passing away. Fifty years ago they numbered 45,000; to-day not in excess of 40,000. It is the best autochthonous race known. Amiable, brave, and generous, like all barbarous people, they are hospitable. It is said that hospitality is a concomitant of barbarism, and that civilization diminishes that quality. Many causes can readily be assigned for the rapid decrease in the Hawaiian race; first, the introduction of contagious and infectious diseases by foreigners; next, the general attempt by the natives to wear clothing which, when wet, is never changed; and Hawaiians never avoid rain; and the most fruitful cause has been forcing upon the people a government and system of laws for which they were not prepared by any previous education, making habits and customs long indulged in, and regarded as harmless and innocent, misdeeds and crimes, punishable by fine and imprisonment. These things broke the spirit of the people. Before the adoption and enforcement of such laws, the people should have been prepared by education to look with proper discrimination upon the mala prohibita of the penal code. When Solon was asked if he had given his people the best possible code of laws, he answered, "The best they were capable of receiving." Had the same moderation and wisdom governed those who formulated the laws and government of Hawaii, the population would in all probability have remained undiminished.

The Hawaiian is proud and sensitive, and it is a known fact that he can die "as though he was studied in his death, and throw away the dearest thing he owned as if it were a mere trifle." When under the curse or evil prayers of the kahuna, no counsel, no reasoning, no medicine is of any avail. He sinks from health to lethargy and death with incredible speed and persistence. The kahuna are about on a par with the magi of the olden time, and like John Wellington Wells, are dealers in magical spells. They are under the ban of the laws; but in secret they practice the black art, often with fatal effect, upon the superstitious and timid.

Honolulu has a population of all races of about seventeen thousand. The Chinese are, numerically, the next in importance after the native. The Chinese here manifest the aggressive tendency of the race. They have already monopolized Nuuanu Street, the principal thoroughfare, and are rapidly getting strong footholds on Beretania and Emma Streets, whence most of the wealthy foreign residents have their homes. They are increasing rapidly, chiefly from raw recruits from China. Though they are given to marriage and select all the prettiest native women for wives, the race thus produced, by crossing the Oriental with the Hawaiian, is remarkable for beauty and grace. A few instances may suffice to show the persistence of the Chinese character; and, indeed, "John" is not unlike the little animal called the terrier in disposition; which, during the periods of anger, turns aside for no opposing obstacle, eating its way through trees and hedges, rather than defeat from a straight course. A short time ago, Ah Lo applied for a license to marry Ka Pua, a young girl not over twelve years of age. The license was refused, because the young lady was under the legal age. The next day Ah Lo, again applied to the officer for a license, but this time for a license to marry Ka Pua's mother, a widow. The license was granted, and no doubt Ah Lo, in marrying the mother, with certain mental reservations, took to wife both mother and daughter at the same time.

The tourist will find ample means of locomotion in Honolulu, there being over one hundred and fifty public carriages for hire in the town, and many riding horses. Around the city are a number of pretty and interesting rides. That

usually taken first is to Waikiki, the principal bathing resort, where a number of citizens have cottages and pass part of the year. The shore is of hard and compact coral sand; and the surf breaks in from deep, blue water, throwing the white, curling crests over the bathers. The native boys climb the coco-nut trees on the shore, clinging with their hands and feet in the most approved monkey style, and literally walk up the vertical stem with the perfect ease of a quadrumanus, to amuse the visitor, in hopes of getting a silver coin for some green coco-nuts plucked from the top of the tree, the milk of which is delicious.

J. M. DAVIDSON.

(To be continued.)

## A SERMON IN STONE.

## (Foolish Herald.)

The following is the translation of a Chinese proclamation which has been cut in stone and recently erected in a conspicuous place on one of the roads leading up to the Wu-shih-shan. The erection of this tablet is, we believe, strongly protested against by at least one influential member of the foreign consular body. It is of course aimed solely at those naughty British missionaries who, in the exercise of a clear treaty privilege, have declined to waive their right of residence; and it has, we understand, been issued by the Hon Kuan Magistrate, at the instance of the Viceroys.

## THE SERMON.

Cheng, specially granted the post of Sub-protector of Amoy Maritime Defence, Acting Magistrate of the Hou Kuan district in the prefecture of Foochow, with ten steps of commutative rank, and recorded at the Board with honorable mention ten times. In the matter of an inscription in stone—to make known a prohibition to be transmitted long and far.

It appears that the Wu-shih-shan hills, that of the most extreme importance is the First Hill where the pulse (currents) of Nature take the earth. Inquiry into the influences of Nature shows that the grace and spirit of Wu-shih-shan flow away and escape towards a point opposite this hill—that is to say towards (my) the Magistrate's yamen. The yamen of the Superintendent of the Government Schools of the district, and the Confucian Temple, all depend upon this hill to look kindly down upon them. The character of the people and the literary success of the scholars are very deeply interested therein. Although upon the hill there is enclosed ground planted with trees and covered with small buildings, yet, after all, the foundation of the hill is at the bottom a public thing affecting the whole city—the nature-pulse of the said locality is therefore interested.

Some time ago I received from the scholars and elders of the whole city a petition requesting that a prohibition be published. The several high authorities have been (by me) petitioned, and their instructions received to the effect that it is not permitted to Chinese subjects—plotting for gain, lying and defrauding—to privately invade Chinese or foreign lands to leasing; (ground or houses)—This trouble may be avoided in the inception, and the nature-pulse may be kept at rest—I have moreover been favored (by the authorities), by a communication, acquainting the Foreign Consuls—in order that they might with one accord pass on instructions (to their nationals)—all of the above being on record.

In addition to a despatch being handed by me to the Min District Magistrate's yamen, for his information, it is fitting that a stone be inscribed with a perpetual prohibition.

Therefore this proclamation—to which pay attention and with which you the scholars and elders of the whole city, and the people dwelling in the neighborhood, and the property owners on the said hill should be thoroughly acquainted; and with one accord report the perpetual prohibition above pointed out. If you presume to listen to traitorous brokers, who league together to invade any one into privately leasing to either Chinese or foreigners, and cause a disturbance, as soon as it transpires you will be uncompromisingly arrested, and brought up, and the merits of the case will be discriminated and you will be punished, and the ground or houses so privately leased will be confiscated. Indulgence will on no account be shown. Now this should be perpetually and tremblingly observed by every one! Do not disobey! A special proclamation, in earnest.

Kwang-tai, 5th year, 11th moon, 8th day.

THE Home scientific papers have some weeks past been discussing on the merits of the audiphone, a contrivance devised by an American to enable deaf persons to hear more distinctly and with less inconvenience than with an ear trumpet. The inventor, who is deaf himself, had, it appears, found that putting his watch between his teeth rendered it, in speaking, distinctly audible to him; whereas he could not hear it at all when placed close to his ear. From this discovery he developed his audiphone, a curved sheet of metal, wood, cardboard, or porcelain, one end of which is held between the teeth. In appearance the instrument is like a huge, long hanging eel of the month. Several English experimentalists have since effected improvements on the American idea, principally in the direction of diminishing the harshness of the sound. But there is nothing new under the sun, and although the audiphone does not appear to have been recognized at home as an old friend, we find that, as long ago as 1794, a merchant of Clermont, named Jostene, gave a public description at Halle of a device he had made that, although almost totally deaf, he could understand the least whisper uttered by a person in contact with, or in proximity to, a piece of hard wood, the other end of which was held between the teeth. Jostene's discovery, by the way, was also purely accidental; he was one day making a long pipe, the bowl of which happened to rest against the body of a harpist, when some one was playing, when he was surprised to hear all the notes most distinctly. We observe that a correspondent of *Revue musicale* has lately published a total failure in about two-thirds of the cases of deafness in which it has been tried.

## INSURANCES.

## YANGTZEK INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Th. 420,000  
PERMANENT RESERVE.....Th. 230,000  
SPECIAL RESERVE FUND.....Th. 263,268

TOTAL CAPITAL AND ACCUMULATIONS, 8th April, 1880.....Th. 913,268

Directors:  
F. B. FORBES, Esq., Chairman.  
W. M. BOYD, Esq. Wm. METCALKE, Esq.  
J. H. PINCKVON, Esq. F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:  
Messrs BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,  
3, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all parts of the World.  
Subject to a charge of 12 1/2 per cent. for interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premiums paid by them.

RUSSELL & Co., Agents.  
Hongkong, May 11, 1880. 10090

ROYAL INSURANCE COMPANY.  
The Undersigned, Agents for the above Company, are prepared to grant insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.  
Capital of the Company, £1,000,000 Sterling of which is paid up £100,000.  
Reserve Fund upwards of £100,000.  
Annual Income £250,000.

The Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant insurances at current rates.

HOLLIDAY, WISE & Co., Agents, Hongkong, October 15, 1868.

LANCASHIRE INSURANCE COMPANY.  
(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

The Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals, or any other information, apply to  
ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE COMPANY.  
INCORPORATED BY ROYAL CHARTER  
of His Majesty King George The First, A. D. 1720.

The Undersigned having been appointed Agents for the above Corporation are prepared to grant insurances as follows:—

Marine Department.  
Policies at current rates payable either in India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates. A discount of 20 per cent. allowed.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Agents, Hongkong, July 25, 1872.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, at the current local rates, subject to a Discount of 20 per cent. on the Premium.

NORTON & Co., Agents, Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1806.  
CAPITAL £2,000,000.

The Undersigned, Agents at Hongkong, are prepared to grant Policies against FIRE on the extent of £10,000 on any Building, or on any Merchandise, at the current local rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents, Hongkong, July 5, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at the Twenty-Five, Canton, and Shanghai.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGES FOR POLICY FEE.

JAS. B. COUCHMAN, Secretary.

Hongkong, November 1, 1871.

## HONGKONG RATES OF POSTAGE.

## (Revised June 29, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Pamphlets, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets or cases may be sent at Book Rate. Two newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signed such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied notes, &c. The charge on them is the same as for books, but whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article accompanying a Return Receipt, or any other correspondence, the responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

The public are cautioned not to confound these facilities with a Parcel Post for Europe, &c., which does not exist.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probable about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or not, can be received for Postage if containing gold or silver, jewels, precious articles or anything that as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—  
Books and Papers to British Office, 5 lbs.; to the Continent, 4 lbs.; to the Colonies, 3 lbs.; to the Continent, 2 lbs.; to the Colonies, 1 lb.

4. The Postmaster General is authorized to refuse to receive any article which he considers to be of a nature to obstruct the postal service, or which may be of a dangerous or objectionable nature.

5. No compensation can be paid for mere damage to fragile articles such as pictures, vases, &c., which reach their destination, although in a broken or deteriorated condition.

6. No compensation can be paid for loss of articles which are not insured.

7. No compensation can be paid for loss of articles which are not insured.

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35. No compensation can be paid for loss of articles which are not insured.

36. No compensation can be paid for loss of articles which are not insured.

## Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Fok-hoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, *Parcels, containing no letters, but any parcel may be opened by direction of the Postmaster General.*

2. The following articles are prohibited or liable to be opened (as handboxes, &c.) Glass, Liquids, Explosives, Substances, Matches, Indigo, Dyes, &c., for most Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mail, or likely to become offensive or injurious in transit.

3. Parcels will at a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. The responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post for Europe, &c., which does not exist.

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14. No compensation can be paid for loss of articles which are not insured.

15. No compensation can be paid for loss of articles which are not insured.

16.



## Intimations.

**NOW READY.**

PRICE, \$1.00.

**COMPARATIVE CHINESE FAMILY LAW,**  
By E. H. PARKER.  
Can be obtained from KELLY & WALSH,  
Shanghai and Hongkong, at LANE,  
BARNARD & Co., Hongkong, and at the

China Mail Office.  
Hongkong, December 6, 1879.

**NOTICE.**

THE Interest and Responsibility of the  
Undersigned in the Chinese Mail.

華字日報 (Wah Yee Yat Po)  
 BANNED from the 1st August, 1877.  
 CHUN AYEN  
 Hongkong, April 6, 1878.

**NOTICE.**  
In Reference to the above, the Under-  
signed has LEASED the Chinese Mail  
from the 1st August, 1877, and has engaged  
the services of Mr TAM YEE KEE, a  
Translator and General Manager of the

newspaper, which, under the new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper. The rate for Advertising is considerably

**KONG CHIM,**  
*Owner of the Hongkong Chinese Mail*  
 Hongkong, April 6, 1878.

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**POST OFFICE NOTICES.**

**MAILS will close:—**  
**MAILS BY THE BRITISH PACKET.—**  
 The British Contract Packet *Gwalior*  
 will be despatched on **MONDAY**  
 the 28th June, with Mails to and  
 through the United Kingdom.

Europe via Brindisi; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies.

**MAILS BY THE UNITED STATES PACKER**  
The United States Mail Packet *Gaelic*, will  
be despatched on **TUESDAY**, at  
20th Inst., with Mails for Japan, S.  
France, the United States, Canada

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with the Post.

Late Fee of 10 cents extra. Postage until the time of departure.  
Correspondence for Non-Union West India (except the Bahamas and Hayti, Monte Video, Paraguay, and Uruguay) cannot be sent by this route.  
Hongkong, June 14, 1880

**MAILS BY THE PARSON PACKER.**  
The French Contract Packet Yang  
will be despatched on MONDAY  
the 5th July, with Mails to  
through the United Kingdom.

Europe, and Naples; to Saigon, Siam, Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Socatra and Alexandria.

the Mails, &c.

HOURS OF CLOSING

THE ENGLISH MAIL.

The following hours are observed in closing  
Mails, &c. by the British Post.

**Packets:—**  
**Day of Departure,—**  
 1 P.M.—Money Order Office closed.  
 3 P.M.—Registry of Letters closed.  
 Posting of all printed matter and patterns ceases.

4 P.M.—Mails closed, except for Letters.  
4.10 P.M.—Letters may be posted with Late Fee of 10 cents until  
4.30 P.M.—when the Post Office closes entirely.  
4.40 P.M.—Late Letters may be posted.

**Shipping Intelligence.**

London and Colonial Papers, &c.—  
VESSELS TO ARRIVE.  
AT HONGKONG.

Left.	Name.	From.
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28, G. Broughton,	Flushing
Nov.	
27, Fieders,	Antwerp
Dec.	
13, Cleaveland,	Newcastle
Jan.	

10, Congo.	Antwerp
10, Clara.	Antwerp
10, Niagara.	Hamburg
29, Hope.	New York.
Feb.	
10, Lar, s.	Antwerp
11, Cora.	Antwerp

17, Valley Forge,	Cardiff
27, Highmoor,	Antwerp
<i>Mch.</i>	
1, Humber,	Glasgow
5, Helen Marion,	Cardiff
5, Angenor,	Cardiff
5, Prince Armand,	Fenarth

8. Constance,	Penarth
8. Maria Louisa,	Cardiff
9. Lasker,	Cardiff
12. Eliza Ganova,	Cardiff
12. Eliza,	Cardiff
12. Jamaica,	Cardiff

30, Emma T. Crowell,	Gardiner
April.	
4, Conqueror,	Penarth
7, Rosie Welt,	Antwerp
8, Carrioka,	London
9, Johanna,	Hamburg

16.	South American,	Pennarth
16.	Melrose,	London
17.	Keppler,	Cardiff
28.	Sao Joaquim,	Antwerp
27.	Aime,	Cardiff
27.	Charger	Pennarth
28.	Dillingham,	Liverpool

29. Gorr,	Glasgow.
May,	
3. Micramar (s.)	Glasgow.
3. Diana,	Glasgow.
3. J. A. Briggs	Pennarth
11. Walle (s.)	Hamburg

LOADING FOR CHINA AND JAPAN FROM  
At London.—Shippers via Swan Canal  
Gordon Castle. Glenyle Canton.  
Sailing Vessels.  
Olderides

At Liverpool.  
Ulysses (s.) Cyclops (s.)  
Priam (s.) At Newcastle, N.S.W.  
Blackadder.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26



## Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligences as are considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public Gardens.  
City Hall, Library (8,000 volumes) and Museum.—Free.  
Public Gardens, a beautifully picturesquely forest and of great interest.  
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.  
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.  
Lusitania Club and Library, Shelley St.  
Government Offices, the Secretariat, &c., near the Public Gardens.  
St. John's Cathedral (Anglican), above the Parade Ground.  
Roman Catholic Cathedral, Wellington Street.  
Union Church, Elgin Street.  
St. Peter's Seamen's Church, West Point.  
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.  
Temperance Hall, specially adapted for sea-faring men, Queen's Road East.  
Sailors' Home, West Point.  
E. R. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.  
Masonic Hall, Zealand Street.  
Victoria Recreation Club—Bath-house and Boat-house, &c.—Eyma, beyond the Cricket Ground, beside the City Hall.  
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

## Hotels.

Stag Hotel, good accommodation for visitors at moderate rates, 110, Queen's Road Central.—J. Cook, Proprietor.

## Stores, Books, &amp;c.

Publishers of the Largest Collection of Views in the Empire, and general Illustrations of the Chinese.—AFONG'S PHOTOGRAPHIC STUDIO, 8, Queen's Road.  
General Outfitter, Hosiery, Tailor, &c.—T. N. Daiscott, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.  
Chronometers, Watches, Jewellery, Maps and Charts.—G. FARMER & CO., Queen's Road Central.  
Travelling Requisites of all kinds, Books, &c.—LAW, CHANDLER & CO., American and English Stores, Books, and specially selected Officers.—MAC-EWEN, FRANKEL & CO., American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.  
Watches, Jewellery, Clocks, Binoculars, Optical Instruments, Mordant's Pencil-cases, &c.—JOHN DOBLE, agent for Negretti & Zambra.  
Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—Wm. SCHMIDT & CO., Gun-makers, Eastern House of Beaconsfield Arcade.

## Chair and Boat Hire.

REGULATED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, LIMBOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Publicity Boats.  
Half hour, 10 cts. | Hour, 20 cts.  
Three hours, 50 cts. | Six hours, 70 cts.  
Day (from 6 to 8), 100 cts.

## To VICTORIA, FREE.

Four Coolies, ... .. \$1.00  
Three Coolies, ... .. 0.85  
Two Coolies, ... .. 0.70

## Return (direct or by Puffin-bum).

Four Coolies, ... .. \$1.50  
Three Coolies, ... .. 1.20  
Two Coolies, ... .. 1.00

## To VICTORIA GAP (TO LINTHOP UMBRELLA CREEK).

Four Coolies, ... .. \$0.60  
Three Coolies, ... .. 0.50  
Two Coolies, ... .. 0.40

## Return (direct or by Tai-foo-lum).

Four Coolies, ... .. \$1.00  
Three Coolies, ... .. 0.85  
Two Coolies, ... .. 0.70

## The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 10 cts.  
Day Trip (Peak, 4 to 5 each Coolie, 12 hours) | Gaps, ... .. \$0.50 each Coolie.

## Licensed Boats (each).

Hour, ... .. 10 cents.  
Half day, ... .. 30 cents.  
Day, ... .. 50 cents.

## BOAT AND COACH HIRE.

1st Class Cargo Boat of 200 tons, ... .. \$5.00  
1st Class Cargo Boat of 100 tons, ... .. 3.00  
2nd Class Cargo Boat of 100 tons, ... .. 2.50  
2nd Class Cargo Boat of 50 tons, ... .. 1.50  
3rd Class Cargo Boat of 50 tons, ... .. 1.00  
3rd Class Cargo Boat of 20 tons, ... .. 0.50  
3rd Class Cargo Boat of 10 tons, ... .. 0.25  
3rd Class Cargo Boat of 5 tons, ... .. 0.15  
3rd Class Cargo Boat of 2 tons, ... .. 0.10  
3rd Class Cargo Boat of 1 ton, ... .. 0.05  
3rd Class Cargo Boat of 0.5 ton, ... .. 0.025  
3rd Class Cargo Boat of 0.25 ton, ... .. 0.0125  
3rd Class Cargo Boat of 0.125 ton, ... .. 0.00625  
3rd Class Cargo Boat of 0.0625 ton, ... .. 0.003125  
3rd Class Cargo Boat of 0.03125 ton, ... .. 0.0015625  
3rd Class Cargo Boat of 0.015625 ton, ... .. 0.00078125  
3rd Class Cargo Boat of 0.0078125 ton, ... .. 0.000390625  
3rd Class Cargo Boat of 0.00390625 ton, ... .. 0.0001953125  
3rd Class Cargo Boat of 0.001953125 ton, ... .. 0.00009765625  
3rd Class Cargo Boat of 0.0009765625 ton, ... .. 0.000048828125  
3rd Class Cargo Boat of 0.00048828125 ton, ... .. 0.0000244140625  
3rd Class Cargo Boat of 0.000244140625 ton, ... .. 0.00001220703125  
3rd Class Cargo Boat of 0.0001220703125 ton, ... .. 0.000006103515625  
3rd Class Cargo Boat of 0.00006103515625 ton, ... .. 0.0000030517578125  
3rd Class Cargo Boat of 0.000030517578125 ton, ... .. 0.00000152587890625  
3rd Class Cargo Boat of 0.0000152587890625 ton, ... .. 0.000000762939453125  
3rd Class Cargo Boat of 0.00000762939453125 ton, ... .. 0.0000003814697265625  
3rd Class Cargo Boat of 0.000003814697265625 ton, ... .. 0.00000019073486328125  
3rd Class Cargo Boat of 0.0000019073486328125 ton, ... .. 0.000000095367431640625  
3rd Class Cargo Boat of 0.00000095367431640625 ton, ... .. 0.0000000476837158203125  
3rd Class Cargo Boat of 0.000000476837158203125 ton, ... .. 0.00000002384185791015625  
3rd Class Cargo Boat of 0.0000002384185791015625 ton, ... .. 0.000000011920928955078125  
3rd Class Cargo Boat of 0.00000011920928955078125 ton, ... .. 0.0000000059604644775390625  
3rd Class Cargo Boat of 0.000000059604644775390625 ton, ... .. 0.00000000298023223876953125  
3rd Class Cargo Boat of 0.0000000298023223876953125 ton, ... .. 0.000000001490116119384765625  
3rd Class Cargo Boat of 0.00000001490116119384765625 ton, ... .. 0.0000000007450580596923828125  
3rd Class Cargo Boat of 0.000000007450580596923828125 ton, ... .. 0.00000000037252902984619140625  
3rd Class Cargo Boat of 0.0000000037252902984619140625 ton, ... .. 0.000000000186264514923095703125  
3rd Class Cargo Boat of 0.00000000186264514923095703125 ton, ... .. 0.0000000000931322574615478515625  
3rd Class Cargo Boat of 0.000000000931322574615478515625 ton, ... .. 0.00000000004656612873077392578125  
3rd Class Cargo Boat of 0.0000000004656612873077392578125 ton, ... .. 0.000000000023283064365386962890625  
3rd Class Cargo Boat of 0.00000000023283064365386962890625 ton, ... .. 0.0000000000116415321826934814453125  
3rd Class Cargo Boat of 0.000000000116415321826934814453125 ton, ... .. 0.00000000000582076609134674072265625  
3rd Class Cargo Boat of 0.0000000000582076609134674072265625 ton, ... .. 0.000000000002910383045673370361328125  
3rd Class Cargo Boat of 0.00000000002910383045673370361328125 ton, ... .. 0.0000000000014551915228366851806640625  
3rd Class Cargo Boat of 0.000000000014551915228366851806640625 ton, ... .. 0.00000000000072759576141834259033203125  
3rd Class Cargo Boat of 0.0000000000072759576141834259033203125 ton, ... .. 0.000000000000363797880709171295166015625  
3rd Class Cargo Boat of 0.00000000000363797880709171295166015625 ton, ... .. 0.0000000000001818989403545856475830078125  
3rd Class Cargo Boat of 0.000000000001818989403545856475830078125 ton, ... .. 0.00000000000009094947017729282379150390625  
3rd Class Cargo Boat of 0.0000000000009094947017729282379150390625 ton, ... .. 0.000000000000045474735088646411895751953125  
3rd Class Cargo Boat of 0.00000000000045474735088646411895751953125 ton, ... .. 0.0000000000000227373675443232059478759765625  
3rd Class Cargo Boat of 0.000000000000227373675443232059478759765625 ton, ... .. 0.00000000000001136868377216160297393798828125  
3rd Class Cargo Boat of 0.0000000000001136868377216160297393798828125 ton, ... .. 0.000000000000005684341886080801486968994140625  
3rd Class Cargo Boat of 0.00000000000005684341886080801486968994140625 ton, ... .. 0.0000000000000028421709430404007434844970703125  
3rd Class Cargo Boat of 0.000000000000028421709430404007434844970703125 ton, ... .. 0.00000000000000142108547152020037174224853515625  
3rd Class Cargo Boat of 0.0000000000000142108547152020037174224853515625 ton, ... .. 0.000000000000000710542735760100185871124267578125  
3rd Class Cargo Boat of 0.000000000000000710542735760100185871124267578125 ton, ... .. 0.0000000000000003552713678800500929355621337890625  
3rd Class Cargo Boat of 0.0000000000000003552713678800500929355621337890625 ton, ... .. 0.00000000000000017763568394002504646778106689453125  
3rd Class Cargo Boat of 0.00000000000000017763568394002504646778106689453125 ton, ... .. 0.000000000000000088817841970012523233890533447265625  
3rd Class Cargo Boat of 0.000000000000000088817841970012523233890533447265625 ton, ... .. 0.0000000000000000444089209850062616169452667236328125  
3rd Class Cargo Boat of 0.0000000000000000444089209850062616169452667236328125 ton, ... .. 0.00000000000000002220446049250313080847263336181640625  
3rd Class Cargo Boat of 0.00000000000000002220446049250313080847263336181640625 ton, ... .. 0.000000000000000011102230246251565404236316680908203125  
3rd Class Cargo Boat of 0.000000000000000011102230246251565404236316680908203125 ton, ... .. 0.0000000000000000055511151231257827021118158404541015625  
3rd Class Cargo Boat of 0.0000000000000000055511151231257827021118158404541015625 ton, ... .. 0.00000000000000000277555756156289135105590792022705078125  
3rd Class Cargo Boat of 0.00000000000000000277555756156289135105590792022705078125 ton, ... .. 0.000000000000000001387778780781445675527953960113525390625  
3rd Class Cargo Boat of 0.000000000000000001387778780781445675527953960113525390625 ton, ... .. 0.0000000000000000006938893903907228377639769800567626953125  
3rd Class Cargo Boat of 0.0000000000000000006938893903907228377639769800567626953125 ton, ... .. 0.00000000000000000034694469519536141888198849002838134765625  
3rd Class Cargo Boat of 0.00000000000000000034694469519536141888198849002838134765625 ton, ... .. 0.000000000000000000173472347597680709440994245014190673828125  
3rd Class Cargo Boat of 0.000000000000000000173472347597680709440994245014190673828125 ton, ... .. 0.0000000000000000000867361737988403547204971225070953369140625  
3rd Class Cargo Boat of 0.0000000000000000000867361737988403547204971225070953369140625 ton, ... .. 0.000000000000000000043368086899420177360248561253547668455703125  
3rd Class Cargo Boat of 0.000000000000000000043368086899420177360248561253547668455703125 ton, ... .. 0.0000000000000000000216840434497100886801242806267738342778765625  
3rd Class Cargo Boat of 0.0000000000000000000216840434497100886801242806267738342778765625 ton, ... .. 0.0000000000000000000108420217248550443400621403133888671638887890625  
3rd Class Cargo Boat of 0.0000000000000000000108420217248550443400621403133888671638887890625 ton, ... .. 0.00000000000000000000542101086242752217003107015669435816944439453125  
3rd Class Cargo Boat of 0.00000000000000000000542101086242752217003107015669435816944439453125 ton, ... .. 0.0000000000000000000027105054312137610850015350783471790847222197265625  
3rd Class Cargo Boat of 0.0000000000000000000027105054312137610850015350783471790847222197265625 ton, ... .. 0.00000000000000000000135525271560688054250076753917358954236110986328125  
3rd Class Cargo Boat of 0.00000000000000000000135525271560688054250076753917358954236110986328125 ton, ... .. 0.000000000000000000000677626357803440271250383769586794771805549431640625  
3rd Class Cargo Boat of 0.000000000000000000000677626357803440271250383769586794771805549431640625 ton, ... .. 0.0000000000000000000003388131789017201356251918847933973858927727180703125  
3rd Class Cargo Boat of 0.0000000000000000000003388131789017201356251918847933973858927727180703125 ton, ... .. 0.00000000000000000000016940658945086006781259594239669869463863635903515625  
3rd Class Cargo Boat of 0.00000000000000000000016940658945086006781259594239669869463863635903515625 ton, ... .. 0.00000000000000000000008470329472543003390629797119834934731931817757578125  
3rd Class Cargo Boat of 0.00000000000000000000008470329472543003390629797119834934731931817757578125 ton, ... .. 0.000000000000000000000042351647362715016953148985991719673659659088787890625  
3rd Class Cargo Boat of 0.000000000000000000000042351647362715016953148985991719673659659088787890625 ton, ... .. 0.0000000000000000000000211758236813575008476724492995859836798295443939453125  
3rd Class Cargo Boat of 0.0000000000000000000000211758236813575008476724492995859836798295443939453125 ton, ... .. 0.00000000000000000000001058791184067875004238362249649792683991477219697265625  
3rd Class Cargo Boat of 0.00000000000000000000001058791184067875004238362249649792683991477219697265625 ton, ... .. 0.000000000000000000000005293955920339375002119181124824896341995738608486328125  
3rd Class Cargo Boat of 0.000000000000000000000005293955920339375002119181124824896341995738608486328125 ton, ... .. 0.0000000000000000000000026469779601696875001059590562244481709978693042431640625  
3rd Class Cargo Boat of 0.0000000000000000000000026469779601696875001059590562244481709978693042431640625 ton, ... .. 0.00000000000000000000000132348898008484375005297952811222408549893465212171703125  
3rd Class Cargo Boat of 0.00000000000000000000000132348898008484375005297952811222408549893465212171703125 ton, ... .. 0.000000000000000000000000661744490042421875002648976405611224294467326060858515625  
3rd Class Cargo Boat of 0.000000000000000000000000661744490042421875002648976405611224294467326060858515625 ton, ... .. 0.000000000000000000000000330872245021210937500132448820280561222214716303042787890625  
3rd Class Cargo Boat of 0.000000000000000000000000330872245021210937500132448820280561222214716303042787890625 ton, ... .. 0.0000000000000000000000001654361225106054687500066224410140280611110716515213939453125  
3rd Class Cargo Boat of 0.0000000000000000000000001654361225106054687500066224410140280611110716515213939453125 ton, ... .. 0.00000000000000000000000008271806125530273437500033112205070140280611110716515213939453125  
3rd Class Cargo Boat of 0.00000000000000000000000008271806125530273437500033112205070140280611110716515213939453125 ton, ... .. 0.000000000000000000000000041359030627651367187500016556102535070140280611110716515213939453125  
3rd Class Cargo Boat of 0.000000000000000000000000041359030627651367187500016556102535070140280611110716515213939453125 ton, ... .. 0.00000000000000000000000002067951531382568359375000082780512675070140280611110716515213939453125  
3rd Class Cargo Boat of 0.00000000000000000000000002067951531382568359375000082780512675070140280611110716515213939453125 ton, ... .. 0.0000000000000000000000000103397576569128417968750000413902563375070140280611110716515213939453125  
3rd Class Cargo Boat of 0.0000000000000000000000000103397576569128417968750000413902563375070140280611110716515213939453125 ton, ... .. 0.000000000000000000000000005169878828456420898437500002069512816875070140280611110716515213939453125  
3rd Class Cargo Boat of 0.000000000000000000000000005169878828456420898437500002069512816875070140280611110716515213939453125 ton, ... .. 0.00000000000000000000000000258493941422821044921875000010347564084375070140280611110716515213939453125  
3rd Class Cargo Boat of 0.00000000000000000000000000258493941422821044921875000010347564084375070140280611110716515213939453125 ton, ... .. 0.0000000000000000000000000012924697071141052246093750000051737820421875070140280611110716515213939453125  
3rd Class Cargo Boat of 0.0000000000000000000000000012924697071141052246093750000051737820421875070140280611110716515213939453125 ton, ... .. 0.000000000000000000000000000646234853557052612304687500000258689102109375070140280611110716515213939453125  
3rd Class Cargo Boat of 0.000000000000000000000000000646234853557052612304687500000258689102109375070140280611110716515213939453125 ton, ... .. 0.00000000000000000000000000032311742677852630615234375000001293445510546875070140280611110716515213939453125  
3rd Class Cargo Boat of 0.00000000000000000000000000032311742677852630615234375000001293445510546875070140280611110716515213939453125 ton, ... .. 0.000000000000000000000000000161558713389263153076171875000006467227552734375070140280611110716515213939453125  
3rd Class Cargo Boat of 0.0000000000000000000000000001615587133892631530761718750000064672275527343750701